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NOTES AND REVIEWS

Through Siberia, the Land of the Future. By FRIDTJOF NANSEN.
New York: Frederick A. Stokes. Co. 1914. Pp. xvi, 478.

This latest book by Dr. Nansen is the outcome of an attempt made by the Siberian Company "to open up a regular trade connexion with the interior of Siberia, via the Kara Sea and the mouth of the Yenisei." In the fall of 1913 Dr. Nansen went with this expedition as the company's guest from Norway to the Yenisei, from there as the guest of the Russian government up the Yenisei to Yeniseisk, by carriage to Krasnoyarsk, then by the Siberian railroad to Vladivostók and Khabarovsk, and back through the Amúr district which is just being opened up, to St. Petersburg.

The development of Siberia has been to a large degree hindered by the high freight charges on her produce necessitated by the long overland route to her nearest market and one of her greatest problems is to find a cheaper substitute for that route. If the interior of Siberia can be made accessible by water for at least part of the year the result will be a great acceleration of her economic progress. Various attempts have been made to enter Siberia from the north and the result of these recent expeditions seems to establish the fact that except under unusual circumstances the Kara Sea route is a possible one and while it has not yet been made commercially practical, there seems to be no good reason why it should not. Then through the Yenisei a large part of the interior of Siberia could be reached at a much lower cost for transportation than at present.

The second great problem of Siberia is that of labor. To hold the land it must be colonized and so far Russia has made little headway, though the encouragement she has given to immigration in recent years has served to increase the number of colonists. The difficulties in the way are numerous; Siberia has acquired a bad name as a dumping ground for criminals; it is a difficult land in which to gain a foothold and the immigrants are apt to come from those who are unsuccessful in Russia and prove absolutely unable to meet Siberian conditions; the expense of marketing their produce affects especially unfavorably the new

settlers; and Russia has not a surplus of population which she can afford to send out for the development of the practically unlimited resources of Siberia. On the eastern frontier the problem is complicated by the presence of the yellow race. Russia is unwilling to have her territory populated by Chinese, Koreans, and Japanese and she has passed severe legislation against their immigration; but she is utterly unable without their labor to develop the resources of her eastern country. One of the results of her attitude is the growth of a strong feeling of hostility on the part of the Chinese and the race-problem which is developing is likely to prove serious. It is with this in mind that a railroad is being constructed through the Amúr district which will connect Vladivostók with the main line of the Siberian Railroad and be entirely under Russian control. The character of the country would suggest its being built along the boundary between Amúr and Manchuria but a much more difficult route has been chosen through the interior so that there shall be no question of Chinese or Japanese interference. In addition only Russian workmen are employed though the cost of such labor is enormous because the men can work only four months in the year and must be paid for the additional three months occupied in their transportation to and from Russia each year. The government however feels repaid by the fact that about twenty per cent of these workmen bring their families and settle in the district annually.

Dr. Nansen saw Siberia under the most favorable conditions and his picture of Siberian city life is unexpectedly attractive.

The Gateway to the Sahara. By CHARLES WELLINGTON FURLONG.
New York: Scribners, New Edition. 1914. Pp. xxx, 363.

This new edition is a reprint of the one published in 1909 with the addition of two chapters bringing the history of Tripolitania to date with an account of the Italian occupation. The original edition was an unusually successful picture of life in Tripoli with its odd and fascinating customs, under the old régime, and of experiences even more interesting with the inhabitants of the desert.

In the two added chapters Mr. Furlong shows briefly Tripolitania's strategic position in the Mediterranean which made it a desirable addition to Italian territory and the state of European affairs which permitted Italy to seize "the psychological moment with one hand and Tripoli with the other." An account of the campaign however shows the difficulty of Italy's task for the